

BOERS' ATTACK A FAILURE.

LADYSMITH FORCE DROVE THEM BACK AT FIVE POINT.

Details of the fighting on Nov. 9.—One correspondent says the town can hold out for months. Boers Reported to Have Lost 700 or 800—Boer reinforcements have been sent to Orange River. Boers have been driven back to the relief of Kimberley. Naval Guns Forwarded to De Aar.

Free State Boers as compared with those who attacked them by the Transvaal Boers. He also noted that the bridge cutting had been better done by the British engineers than by the Boers. The former's work was clean cut, after separating a section of a bridge they attached an engine to it and drew it to the bank, thus enabling them to replace it when necessary to allow troops to cross. The Boers were very clumsy in their bridge-destroying operations. They blew them up, sometimes using twenty charges of dynamite before they succeeded in wrecking them. The bridges were then equally useless to themselves and the British.

Mr. Penrose issued a diary in which were entries setting forth that the Boers entered Vryburg on Oct. 21 and hoisted the flag of the Transvaal. Gen. Delany appointed civil service officials to fill the places of the British, whom he removed, and took possession of the keys of the various offices. On Oct. 23 he addressed the townsfolk and asked for volunteers for the Boer forces. He said that the country would be theirs, and that they had nothing to fear. He added that it would be best, however, for them to join the Boers. About 200 men who had been British soldiers joined the enemy. They got arms from the disarmed equipments of the disbanded volunteers, but the latter had, happily, taken the bolts from their recently furnished Enfield rifles, thus rendering them useless.

The civil service officials started their work on Oct. 24 after Gen. Delany had furnished them with a pass asking that they were not interfered with. On the Sunday prior to their departure there was considerable looting in Vryburg. The Boers seized a large number of very valuable tools, such as engineering and forestry. Being unable to read them, as they were printed in English, they tore them up and scattered them on the road.

The party arrived at Taunsa, forty-three miles south of Vryburg, on Oct. 27. They found that the bridge over the Hart River had been destroyed and the railway station torn down. The village was strewn with telegraph wire and the station books. The next night they reached a point seventy miles from Kimberley and then saw the searchlights that were being used by the garrison at the latter place. On Oct. 29 they arrived at Fouriesburg, where they were met by the Boer forces. The Boers were surprised to find when they reached the Boer camp that no sentries were posted. They proceeded straight to the General's tent, where they were met by the Boer forces. The Boers were surprised to find when they reached the Boer camp that no sentries were posted. They proceeded straight to the General's tent, where they were met by the Boer forces.

Meanwhile another section of the Boers brought a mortar into action, firing heavy shells. The Boers concentrated their fire and soon silenced it. The enemy's artillerymen fled from the mortar. The Boers advanced in force with the object of repairing the mortar. Our artillery shelled them, scattering them right and left. The fighting was over by 11 o'clock.

In accordance with the traditional practice, Gen. White ordered a salute of twenty-one guns fired in honor of the Prince of Wales's birthday. As the cannon boomed the troops raised cheer after cheer, and there was a scene of enthusiasm. The incident was unprecedented.

At Oorwa's Camp, which protects the town on the southwest, the Manchester regiment had taken a position, but they descended under cover of the guns some distance on the further side of the hill. When several hundred Boers were observed hiding in a ditch for protection from the searchlights, the Manchester poured a series of volleys into them, scattering them and inflicting heavy loss.

To sum up, the Boers were driven off at a very point with a minimum of loss from 700 to 800. Nothing of importance happened until Nov. 14, when a strong British force, chiefly cavalry and artillery, made a reconnaissance and came in contact with the enemy on the Colenso road. They drove the enemy back upon their main position.

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CHOOSE THE REV. MR. MORGAN

PULPIT COMMITTEE OF THE FIFTH AVENUE CHURCH ACTS AT LAST.

Not Unanimous but Practically Forced to a Selection by Pressure from the Congregation—Petition to Presbytery for the Removal of the Session Prepared.

The Pulpit Supply Committee of the Fifth Avenue Presbyterian Church, at a meeting held last night, selected a pastor to succeed the Rev. Dr. John Hall, who died on Sept. 17, 1898. The committee adopted a resolution recommending the Rev. G. Campbell Morgan, of the New Congregational Church, London.

The committee held an informal meeting after the morning service and again met at 3:30 o'clock in the afternoon, but were unable to agree and adjourned for two hours to allow some of the friends of the Rev. Mr. Morgan to reason with those opposed to sending him a call.

There was a strong opposition to Mr. Morgan and it had not died out when the final vote was taken, as the resolution was carried by a majority vote, and not unanimously. When the Congregational minister's name was voted on with others a month ago he received three out of the fourteen votes.

The Rev. Mr. Morgan left this country for England three weeks ago. He preached in the Fifth Avenue Presbyterian Church a month ago and also on Aug. 18. He came to this country to attend the Northfield conference and had very large congregations when he preached in different churches.

Small Parties of Filipino Soldiers Trying to Escape to the Mountains.

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THE PATRIA SINKS.

Attempt to Tow Her to Hamburg Falls, and She Is a Total Wreck.

Special Cable Dispatch to The Sun. LONDON, Nov. 19.—The Hamburg-American Line steamer *Patria*, which was abandoned on the English Channel, after an unsuccessful attempt to tow her to Hamburg, has sunk off the South Foreland, between Walmer and Deal. She is a total wreck, having apparently been gutted. Survivors have been unable to board her, but will do so at the earliest possible moment, in order to ascertain the prospects of salvage. The fire was extinguished after part of the vessel was completely covered at high water.

A Trinity steamer is in attendance on the *Patria*. The tugs have left her. The *Patria*, in the German tug *Hansa* and off the South Foreland, attempting to make a Danzig. The Dover harbor-master went out to her assistance in a tug. The steamer presented a magnificent spectacle, being ablaze from stem to stern. An English cargo steamer was astern of her, trying to steer her.

The *Patria* had a heavy list to port. The side of her hull was high above the water and the whole side was at a white heat. The steel plates were transparent and the whole framework was distorted. Then the vessel burst open above the waterline. Capt. Froelich, on the *Hansa*, decided to run for the English coast. When the *Patria* was seen the *Patria* was stern first. Her bow is above the water. She is completely gutted.

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SCHLEY'S ORDERS HELD UP.

HIS SAILING WAS DEFERRED UNTIL SECRETARY LONG'S RETURN.

The Secretary Reached Washington Yesterday and Would Welcome a Request from Schley for a Court of Inquiry to Determine the Facts of the Controversy.

WASHINGTON, Nov. 19.—Secretary Long arrived in Washington from Honolulu today, and his return gives added interest to the case of Rear Admiral W. S. Schley, who assumed command of the South Atlantic station at Tompkinsville yesterday, preparatory to proceeding to South America. Some significance has been attached to the fact that the sailing orders of Admiral Schley have been withheld by the Navy Department, the understanding being that their issue was postponed until Secretary Long resumed his official duties. The truth of the matter appears to be that, in view of recent attacks on Secretary Long in Schley newspapers, the hope of the greater number of naval officers was that an official notice will be taken of them, the subordinate officials of the Navy Department deemed it better to await Mr. Long's return in order that he might determine what should be done. It is quite likely that Secretary Long will have a talk with President McKinley over Schley's case before issuing any sailing orders to that officer.

Mr. Long would welcome an application for a Court of Inquiry for Schley, or even an application for a Court of Record, in order that the case might be settled. The Navy Department's concern over the conduct of Schley has been a matter of public knowledge. The fact that his sailing orders have been withheld by the Navy Department has been a matter of public knowledge.

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